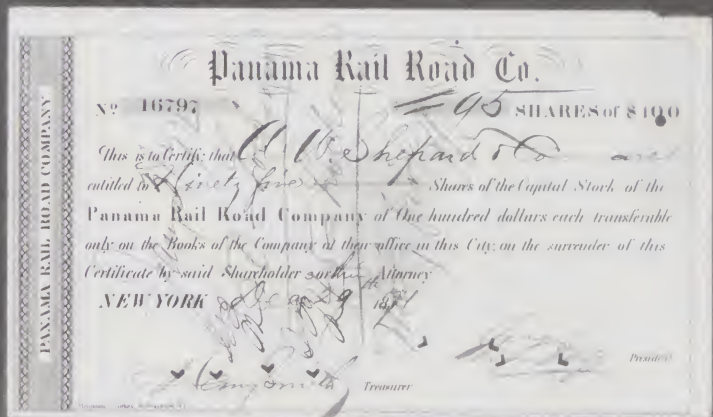
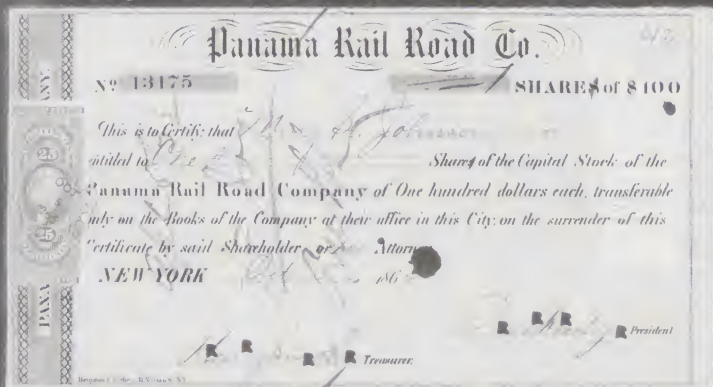


THE CHECK COLLECTOR

October-December 2003

The Journal of
THE AMERICAN SOCIETY OF CHECK COLLECTORS, INC.

Number 68



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Write something for *The Check Collector*! We need articles about checks, check articles, stamps, and related documents.

Write type, all material. Donations, requests in original or a good, clear, black and white copy, preferably as large as can be obtained. Originals should be sent in and be copied and returned promptly. Art contributions will be returned.

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ASCC assumes no financial responsibility for typographical errors in advertisements. However, a well printed and polished advertisement in which a typographical error appeared upon proper examination of such error.

All advertisements and payments should be submitted to the Advertising Manager at the address shown above.

Contents

- 4 Panama Railroad - *Leifer*
- 6 Seward Check Tax - *Poleske*
- 8 Revenue Stamped Paper Exhibit - *Leshner*
- 13 Letter to the Editor
- 14 Bodie Bank - *Boraker*
- 19 Routing Numbers - *Shaffer*
- 23 Letter to the Editor
- 24 Announcements
- 25 Secretary's Report
- 25 Find in the Marketplace
- 26 Member Exchange
- 26 Greetings

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I find this is difficult to believe, as anyone, but this issue is the one which completes my 20th year as editor of *TCC*. To mark the occasion I looked through some of my old files and found two unused articles from regular contributors who are no longer with us. May you know these as much as the articles from current contributors, without whom I would be unable to compose a magazine.

The cover shows two stock certificates from the Panama Railroad Company, which is discussed in the lead article for this issue. The top one is from 1865, with the tax paid by a common 25c Certificate first issue revenue. The bottom one dates from 1871 and bears an RN 14 revenue imprint also paying the 25c tax. Both certificates were printed by Benjamin F. Corlies of 31 Nassau St., New York.

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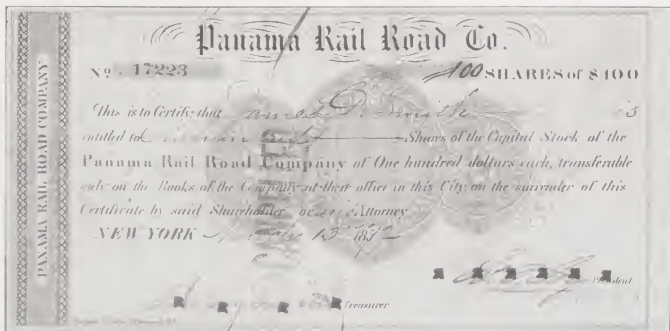
The Panama Railroad Company

- A Survivor

by Coleman Leifer

The Panama Railroad ran from Aspinwall (later Colon) on the Atlantic side of the Isthmus of Panama to Panama City on the Pacific side, a distance of 47 miles.

Panama Railroad stock certificates are fairly common. Illustrated with this article is a certificate with an imprinted revenue, RN-U1. This certificate also comes with imprinted revenue RN-T4 and with an adhesive revenue stamp. These certificates generally sell for \$50 - \$75. Also illustrated is a scrip certificate with RN-T4. The scrip certificate is less commonly found and retails for \$150 or so. Unused copies are available; most of them with the right side clipped, and sell for much less than the complete document, generally around \$50.



Panama Railroad stock certificate, with an RN-U1 paying the tax.

A view history of the railroad:

1849 - The Panama Railroad incorporated by the Legislature of New York on August 7.

1850 - Construction begins, expected to cost \$1,000,000 and take six months.

1855 - Construction completed after five years and \$7,000,000. Railroad begins operation on January 28.

1860 - Transcontinental railroad completed in the U.S. Much of the equipment used in its construction was carried on the railroad. Traffic on the Panama Railroad dwindles. Price of stock, once \$331, drops to \$60.

1881 - Compagnie Universelle du Canal Interocéanique, a French company, wins permission to build a canal across the Isthmus. The company buys the railroad and spends lavishly on new equipment, including snow plows.

1888 - The French canal company collapses.

1904 - The Republic of Panama is spun off from Colombia with a little shove from the United States. The U.S. pays \$40,000,000 for the French canal company and the railroad, which has deteriorated.

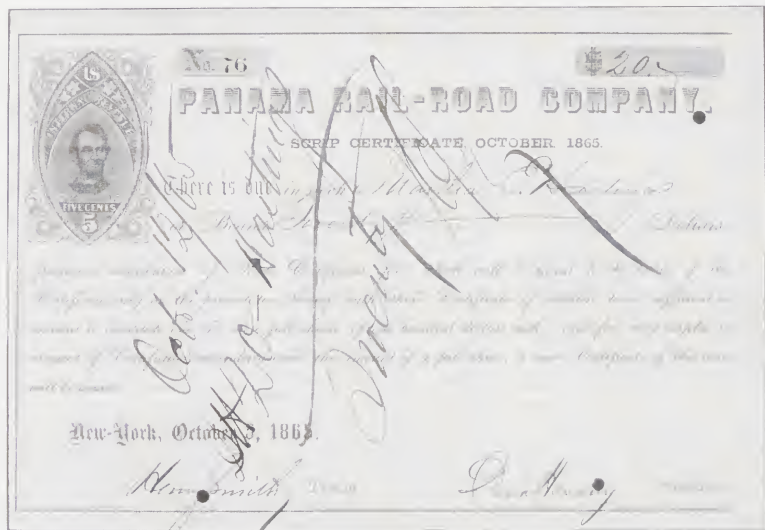
1907 - Construction begins on the Panama Canal. It generally parallels the railroad, much of which had to be moved away from the canal right-of way and rebuilt so it can be used in the construction.

1912 - The canal is completed. The railroad's business declines further.

1978 - Gradual takeover of the canal by the Republic of Panama begins, to be completed in 1999. The railroad is in disrepair.

1998 - Kansas City Southern Industries (operators of the Kansas City Southern RR), together with a partner, receives a 25-year concession from the Panamanian government to operate the railroad.

2001 - The railroad has been completely rebuilt with standard gauge track (4' 8 1/2") instead of the original 5-foot gauge. Passenger and freight service begins. The principal business of the railroad is to provide transshipment service for container ships too large for the canal. The containers are unloaded from ships on one coast and transported across the isthmus to be loaded on ships on the other. Travel time is one hour.



Panama Railroad scrip certificate used for purchase of shares in a sufficient amount. The certificate and revenue (RN 14) are printed in red.

Sources:

Kansas City Southern Industries - www.kcis.com

Train Web - www.trainweb.org/panama/history.html

The 1932 Check Tax in Seward, Alaska

by Lee E. Poleske

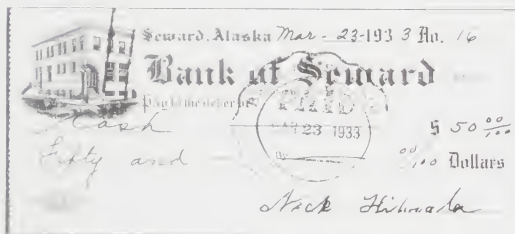
The following notice appeared in the June 22, 1932 issue of Seward's newspaper, the *Seward Daily Gateway*:

NOTICE TO OUR CUSTOMERS

Instructions as to the collection of the new bank check tax have been received from the office of the Collector of Internal Revenue. Under the provisions of this act we are instructed to make a charge of two cents for each check drawn by a customer against his or her account with us. To facilitate the collection of this tax and to make it as little complicated as possible for our customers, we will charge the customer's account at the end of every month with two cents for every check drawn against the account during the month. The new law went into effect June 21st, 1932.

BANK OF SEWARD

To show how the Bank of Seward handled the 1932 check tax, Illustration 1 shows Seward resident Nick Hihnala's one check written in March of 1933. There is no written or stamped notice on the check, front or back, that a 2c tax was charged.



Enclosed with each bank statement was a Form R-1 if any checks were written during the month, giving the total tax charges for that month. Illustration 2 is Mr. Hihnala's R-1 for March of 1933. It shows that he wrote one check in March and was charged 2c.

CHECK TAX		MONTH OF	1933
CHARGE	ACCOUNT OF	Nick Hihnala	
FOR COLLECTION OF TAX ON		1	CHECKS @ 2 CENTS EACH
<p>The "Revenue Act of 1932" requires that every bank on and after June 21st, 1932, and until July 1st, 1934, collect 2c for each check, draft, or order for the payment of money charged to a customer's account. The act also provides that this charge shall be collected monthly by the Bank and remitted to the Collector of Internal Revenue, this district.</p>			

FORM R-1 SW-110000, PORTLAND, ORE

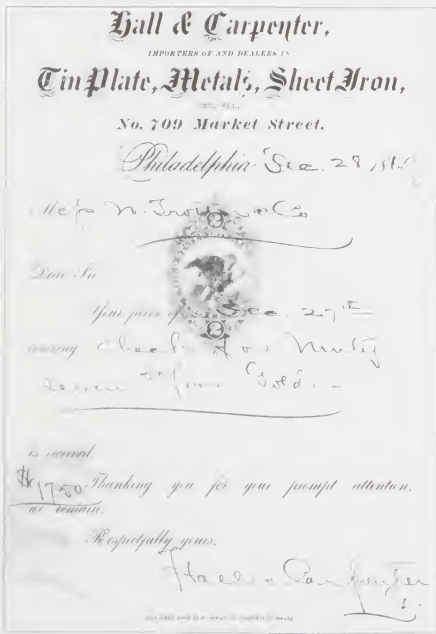
The Two Cent Revenue Stamped Paper of the United States, 1865-1883

by Ronald Leshner
(Part 12)

D. BUTLER & CARPENTER

TYPE H - RECEIPT WITH 10-WORD INSTRUCTIVE CLAUSE

"Good When Used as a Receipt For Payment of Money"
Printed on One Line in Black

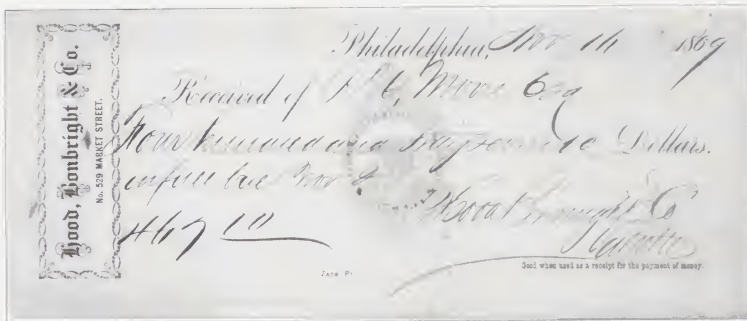
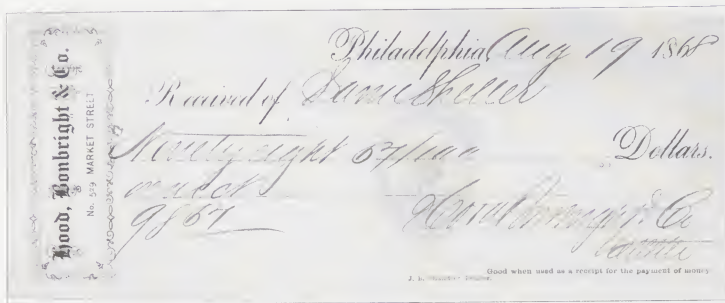


Because of the high cost of producing steel engraved plates in the many formats that would have been needed, Butler & Carpenter insisted that receipts have the government required instructive clause on them when they were submitted to the firm for imprinting. This example shows a ten-word version of the instructive clause added by the unidentified printer of the receipt face. The exhibitor has recorded six different users of this ten-word version of the instructive clause for receipts (ignoring its color and placement on the instrument.)

D. BUTLER & CARPENTER

TYPE H - RECEIPT WITH 11-WORD INSTRUCTIVE CLAUSE

"Good When Used as a Receipt For the Payment of Money"
 Printed on One Line in Black

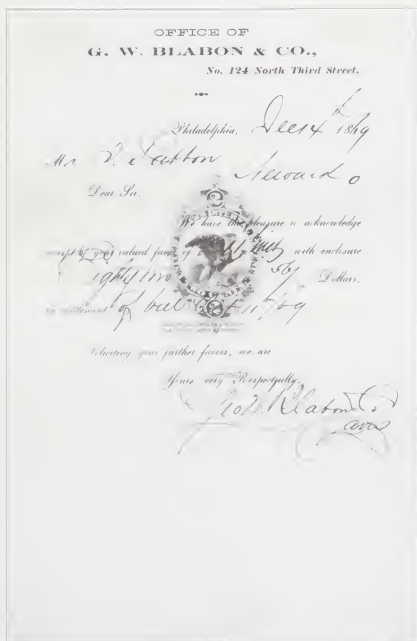


J. B. Chandler and Zane were two of a number of Philadelphia printers who added instructive clauses to the receipts they printed. Hood, Bonbright & Co. is the only user of the eleven-word version of the receipt clause in one line

D. BUTLER & CARPENTER

TYPE H - RECEIPT WITH 11-WORD INSTRUCTIVE CLAUSE

"Good When Used as a Receipt For the Payment of Money"
Printed on Two Lines in Black

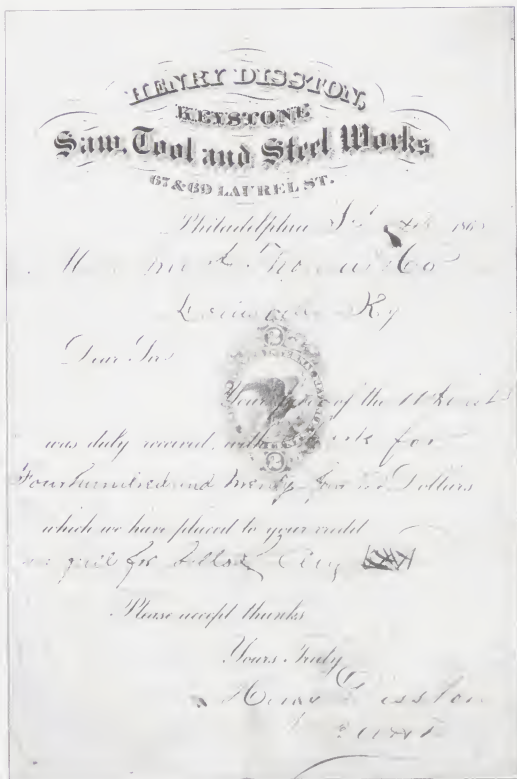


Ignoring the recent clause's color, the exhibitor has recorded four users of the eleven-word clause printed in two lines.

D. BUTLER & CARPENTER

TYPE H - RECEIPT WITH 11-WORD INSTRUCTIVE CLAUSE

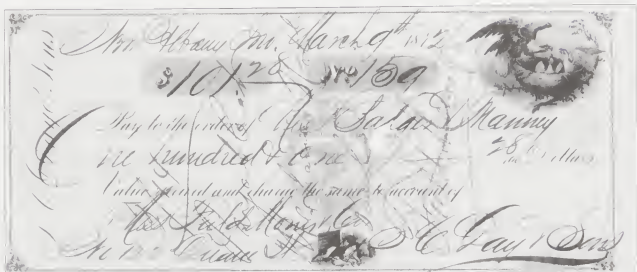
"Good When Used as a Receipt For the Payment of Money"
Printed on Two Lines in Red



[Note that the instructive clause is printed much lower on this receipt than on the one on the preceding page. It is also shifted to the left in relation to the imprint, and is difficult to see under the writing.]

D. BUTLER & CARPENTER**TYPE H - SIGHT DRAFT WITH INSTRUCTIVE CLAUSE**

"Good For Bank Check or Sight Draft Only"



J.B. Lippincott was one of a number of Philadelphia printers who added instructive clauses to their instruments to comply with the order of the Commissioner of Internal Revenue, before the Carpenter firm could imprint the stamp on the instrument. The position of the instructive clause is not in a constant position relative to the rest of the instrument face, suggesting that it may have been added later by the printer at the insistence of the Carpenter firm. S.C. Day & Sons is the only surviving user of this sight draft instructive clause.

PROOF

Although no surviving uses of the sight draft instructive clause as an integrated part of the Type H stamp have been recorded, its use is quite possible, since Carpenter continued to use this stamp as long as they had the contract to imprint stamps. Thus the term "proof" (rather than "copy") is the correct term to identify the above example.

This is the twelfth installment in a continuing series which will eventually reprint Ron Leshner's gold-medal winning exhibit of two-cent Civil War revenue stamped paper. It will be continued in the next issue.

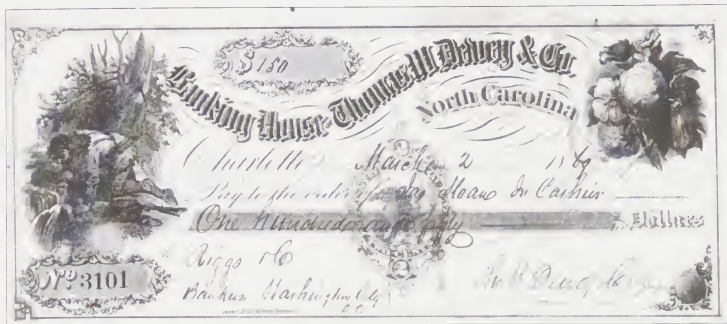
Comments in brackets were added by the Editor when it was not obvious from the text as to the color of the checks and/or imprints.

Letter to the Editor
July 5, 1994

Dear Bob,

The chances are that you will receive two letters from me at the same time. The other one was written a day or two ago, but I did not get a chance to take it to the post office.

I am enclosing a photo copy of another item that I own. It is engraved by The American Bank Note Company in black, brown and brownish-red ink. I consider it to be one of the most beautiful items that I own.



You will notice that it was issued by Thomas W. Dewey who also signed the Mecklenberg Notes. Apparently this Dewey fellow was quite active in the banking field.

In any event, I think that this item is great collateral to go along with the Mecklenberg story (*see the July-September 1994 TCC*.) The reproduction is at 79%.

It is worth noting that this item, along with the Mecklenbergs, is of top of the line American Bank Note quality. I am positive that Mr. Dewey relied on the quality of this draft as well as the fine engraving of the Mecklenberg Bills in order to make them acceptable to the public.

Have fun! Will be talking to you.

Ed Lipson

This letter is from a very small file of items that didn't make Issue 31, the third one under my editorship. Ed was the author of an article on the Mecklenberg notes in that issue, and we were lucky in that the illustrations reproduced well. When he subsequently moved to a retirement home all of the notes in his collection disappeared.

Does anyone know where this beautiful draft is now? I'd like to get a color scan of it for the data base we are slowly amassing of all Southern two-cent revenue stamped paper. Of course, if it was stored with the notes, it would have disappeared with them.

The Bodie Bank

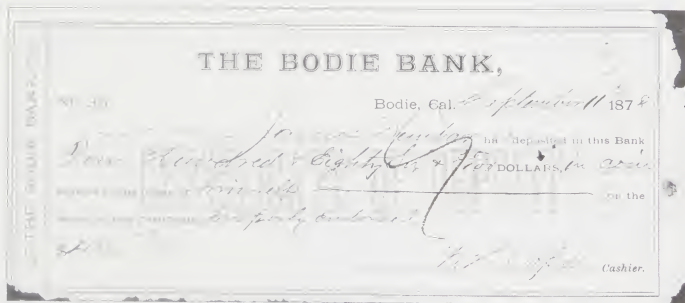
by Herman L. Boraker

Little in the way of a traditional town appeared until the 1870's in the Bodie Mining District, though it was organized in 1860.

In 1876 Ed Loose and his brother Warren discovered a rich vein of gold. Word of this discovery soon brought ambitious prospectors, miners, businessmen, saloon-keepers, claim jumpers and calculating, hard-eyed madams. By 1878 Bodie had an estimated population of 1,500.

An accident that injured Warren caused the brothers to sell their claim to William Lent of San Francisco. Lent wasted no time in pushing ahead with sinking the main shaft. About a month later he and his fellow investors enjoyed their first \$50,000 dividend.

Before long the town was wild with excitement due to the surge in value of the stock of the Bodie Mine to a dollar a share, as many had bought in for less than forty cents a share. This occurred in June of 1878. By August of that year the price was eighteen dollars per share, which made many Bodieites rich almost overnight. A frenzy gripped investors, and shares zoomed above fifty dollars in September.



The month of September, 1878 is of further interest because Bodie then had a bank. The certificate of deposit illustrated above is dated September 11, 1878 and signed by W.H. Pope, Cashier. The CD is numbered 35, indicating that the bank could not have been in operation many days prior to its issue.

In December of 1880 Bodie suffered loss due to a destructive fire. Another problem added to the District's woes: water below the 450 foot level. A very cold winter added to the miners' troubles. Conditions failed to improve during the next three years.

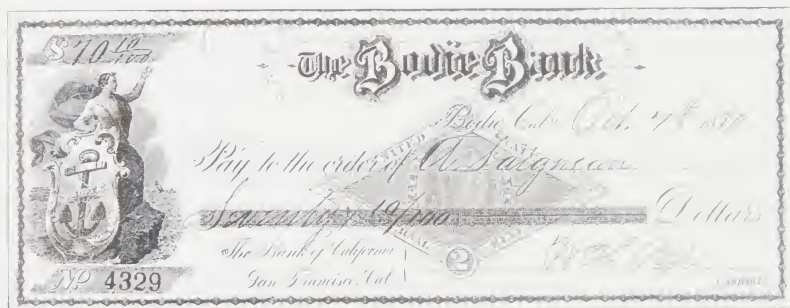
Of the forty to fifty properties in active operation in 1879 and 1880, less than half a dozen were working in 1884. Due to this, miners, nullmen and others drifted away in search of employment. Soon stores, saloons and other businesses emptied their shelves, bolted their doors and left the dying mining camp.



The old Bodie Post Office and Bank Building, circa 1920. Courtesy of the Eastern California Museum

In June of 1932 another costly fire, this one caused by a small boy playing with a handful of matches, destroyed most of the remaining buildings.

In 1962 Bodie became a California State Park. Now the old ghost town is visited each year by thousands of tourists who explore the remnants of what, approximately 120 years ago, was one of the richest and wildest mining camps of the American West.



The bank draft illustrated above shows that the Bodie Bank was doing considerable business with the Bank of California in San Francisco. Evidence of this is the draft number 4329 and a date of October 7, 1879 – just over one year from the date of the certificate of deposit illustrated on the preceding page.

Bibliography:

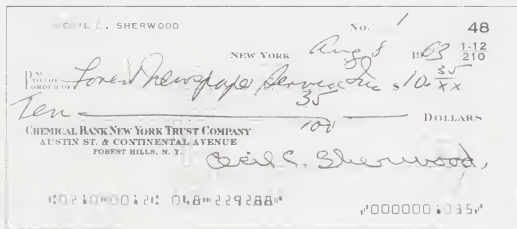
True West Magazine, November-December, 1975, Vol. 23, No. 2

Bank Note Reporter, August, 1986.

Transit Routing Numbers

by David L. Shafer

My previous article discussed the numbers that began to appear in (typically) the top right-hand corner of checks in about 1913. These numbers consisted of a city or state number, a hyphen, and a bank number [e.g., 1-12 refers to city number one (i.e., New York City) and bank number twelve (i.e., Chemical Bank, which is now a part of JPMorganChase). Beginning in the 1950s, these numbers began to take the form of a fraction (i.e., $\frac{121}{210}$, with the 210 being the transit routing number, referring to the 2nd Federal Reserve District (New York City) with the head office being designated by the 1, and with the 0 representing the fact that the bank was located in that Federal Reserve city.) Refer to Exhibit 1 below.



This fraction was then converted into a TR-ABA (American Bankers Association) number (e.g., 0210-0012). These numbers were then printed in magnetic ink (with an E13B font) at the bottom left-hand corner of checks in conjunction with the introduction of high-speed processing equipment (e.g., IBM models 1412 and 1419) in the late 1950s and which became widespread throughout major banks during the 1960s. This equipment at that time was capable of reading and sorting checks at a rate of about 1,000 consumer checks per minute. The equipment currently being utilized processes checks at over twice that rate.

The minimum requirement for a check to be processed through this equipment is a TR-ABA number (which is typically preprinted at the time the checks are produced) and the check amount in magnetic ink. Obviously, this cannot be preprinted and so is added by the bank of first deposit through a process known as "proof" or "proof and encoding" or "proof of deposit." Initially, this was a manual process wherein personnel would key in the amount of each check and balance the checks to the associated deposit slips. Currently some banks are utilizing image recognition and other procedures in order to automate some of the process.

Today, most checks also bear a customer account number located to the right of the TR-ABA as well as a check serial number. In the case of corporate checks, this serial number is typically located to the left of the TR-ABA and, in the case of consumer checks, this number is often located between the account number and the encoded amount. The primary purpose of this article is to explain just the transit routing number, which has become increasingly complex over the past forty years.

The first two digits of the four-digit transit routing number initially ranged from 01 to 12. These reflect each of the 12 Federal Reserve Bank districts.

01	Boston	07	Chicago
02	New York City	08	Saint Louis
03	Philadelphia	09	Minneapolis
04	Cleveland	10	Kansas City
05	Richmond	11	Dallas
06	Atlanta	12	San Francisco

The third digit then represented the specific office of the Federal Reserve Bank, with a 1 indicating that the check was drawn in the territory served by the Federal Reserve Bank itself, and other digits indicating that the check was drawn in the area served by one of the branches or, later, offices of the Federal Reserve Bank. A fourth digit of zero generally indicates that the check is payable in the same city as the Federal Reserve office. Thus, the routing number of a check drawn in Philadelphia would begin with 0310.

The Boston and Philadelphia Federal Reserve Banks have no branches. The Federal Reserve Bank of New York City has only a single branch located in Buffalo, and thus a check drawn in the city of Buffalo itself would have a transit routing number beginning with 022 and then concluding with a 0 (i.e. 0220) indicating that the check was drawn in the city of Buffalo itself as compared to some other part of the larger area served by the Buffalo branch. Listed below are the four digit transit routing numbers for all other Federal Reserve branches:

0420	Cincinnati	0840	Memphis
0430	Pittsburgh	0920	Helena
0520	Baltimore	1020	Denver
0530	Charlotte	1030	Oklahoma City
0620	Birmingham	1040	Omaha
0630	Jacksonville	1120	El Paso
0640	Nashville	1130	Houston
0650	New Orleans	1140	San Antonio
0660	Miami	1220	Los Angeles
0720	Detroit	1230	Portland
0820	Little Rock	1240	Salt Lake City
0830	Louisville	1250	Seattle

As may be seen, for a given Federal Reserve district, the branches are numbered alphabetically with one exception, and that is the Miami branch of the Federal Reserve Bank of Atlanta. This is because this branch was opened over fifty years after the establishment of the Federal Reserve System in response to the burgeoning population in southern Florida. It was certainly easier to assign it a number out of order rather than make the banks in the Nashville and New Orleans territories change their transit routing numbers.

In the 1970s, the Federal Reserve began to create regional check processing centers (RCPCs). In some cases, these RCPCs (e.g., Lewiston and Utica) assumed responsibility for processing a certain set of existing transit routing numbers, and thus new numbers were not necessarily created. In other cases, the RCPCs were assigned their own transit routing number, at least for the city in which the RCPC was located. These include the following:

Columbus, Ohio	0440
Charleston, West Virginia	0519
Columbia, South Carolina	0539
Des Moines	0730
Indianapolis	0740
Hartford (Windsor Locks)	0119
Milwaukee	0750

The transit routing numbers are further complicated by the use of the fourth digit to designate whether or not the check is drawn in the same city as the Federal Reserve office but, if not, the state or other area in which the check was drawn. As may be seen from the large table, these numbers used for states were also generally assigned in alphabetical order, although this is complicated by states that were admitted to the Union after 1913, as well as by the additional Federal Reserve offices that were opened. To further complicate matters, some of the newer RCPCs (i.e., Charleston and Columbia) used a fourth digit of 9 to indicate an item actually drawn in the city in which the RCPC is located, and then continued to use existing transit routing numbers (i.e., 515 or 532 for checks drawn throughout the states of West Virginia and South Carolina). On the other hand, other routing numbers were created with a fourth digit of zero, even though the checks are not drawn in a Fed city.

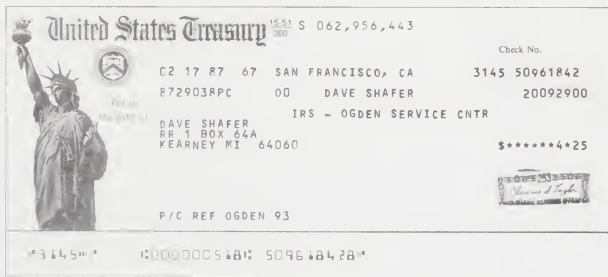
A further complication is that the Federal Reserve has recently announced that it will discontinue check processing at over a dozen Federal Reserve offices.

With all of the preceding in mind, the table at the end of this article attempts to portray each of the currently active commercial bank transit routing numbers, as well as selected obsolete numbers, and the Fed offices that processed these checks in 1960 (before the additional offices were opened); in 1980 (after most additional offices were opened); today; and as of the end of 2004 (after various check processing locations have been closed).

Note that a very significant portion of checks are processed exclusively by various commercial banks and never see the inside of a Federal Reserve office.

In addition to the above, there are two special transit routing numbers. The first of these is 8000, which is reserved for travelers' checks, the most common of which is American Express Travelers Checks, with transit routing 8000-0005. These checks are paid through American Express Centurion Bank of Midvale, Utah. All other active travelers checks have their paying agent in New York including, for example, Citibank (8000-0008) and Thomas Cook (8000-0006).

"0000" is used for checks payable at the Federal Reserve itself. Three of these numbers (ending in 0020, 0119, and 0800) have been used for postal money orders and two (ending in 0050 and 0051) have been used for U.S. Government checks, although only the 0051 is still being used on newly issued checks.

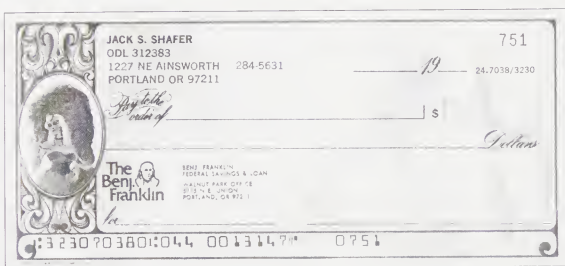


In the 1970s, the transit routing number was expanded to include a "check digit". Thus, instead of a transit routing number such as 0000 0051 for U.S. Government checks, the dash was eliminated and the transit routing number was changed to 000000518. Refer to exhibit 2 above. The 8 can be calculated based on the remaining digits in the transit routing number. The "weighting" for the check digit for transit routing numbers is 37137137. In the case of this simple example, the 1 from the 00000051 would be multiplied by 7 to yield 7, and the 5 would be multiplied by 3 to yield 15. The 7 and 15 would then be added together to arrive at 22, and this number would then be subtracted from the next even multiple of 10 (i.e., 30), in order to yield the check digit of 8. During high-speed processing, this calculation is done for every check in order to verify that the number has been accurately read. Further, if just a single digit is unreadable, the software can be used to determine what that missing digit must be, thus eliminating the need to process the check manually.

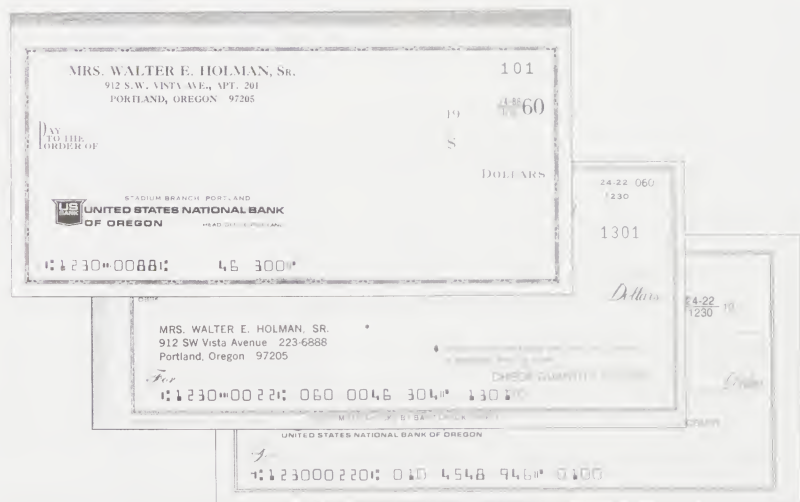
Note that the volume of government checks processed by the Federal Reserve has declined from a high of 175 million in the second quarter of 1990 to only 89 million in the second quarter of 2002. This is a result of a continuing conversion of Social Security and other payments to the Automated Clearinghouse. On the other hand, the quarterly volume of postal money orders increased from 40 million to 55 million during this same period. However, the volume dropped to 52 million in the first quarter of 2003.

The volumes of other checks are also declining, and in fact the ten largest check processing banks in the United States (excluding the Federal Reserve) experienced a 6% drop in high-volume deposits from January 2002 to January 2003. Similarly, the Federal Reserve's average daily volume of nongovernmental checks was 63 million in the first quarter of 2003, down from a high of 79 million in the fourth quarter of 1992, but up from a low of 60 million in the third quarter of 1996. Nevertheless, the Federal Reserve is experiencing and apparently continues to expect a continuing decline in the volume of checks being processed, as indicated by the Federal Reserve's recent decision to phase-out thirteen additional check processing centers between October 2003 and the end of 2004.

TR-ABA numbers have become even more complex since the 1970s. First, as thrift institutions gained the ability to offer checking accounts (known as NOW accounts, or negotiable order of withdrawal), the decision was made to modify the transit routing number by adding a 2 to the first digit. It was originally the thrift institutions in New England that gained this power and it was not until the early 1980s that this became nationwide. Thus, for example, a thrift institution in Boston that began to offer NOW accounts would generally use a transit routing number of 2110. Further, thrift institutions were generally assigned banking numbers beginning with 7000 so that, in general, a check drawn on a thrift institution could be recognized not only by the first digit of the transit routing number of either 2 or 3, but also by a first digit of the ABA number of 7. However, this protocol has not been uniformly followed. Refer to exhibit 3 showing a check drawn on a thrift in Portland, Oregon. Note that, rather than the commercial bank number of 1230; the first digit has been increased by 2 in order to yield 3230.



Also in the 1970's, those banks that were using a different routing number for each branch were required to adopt a single number per Federal Reserve territory. These progressive changes can be illustrated by the three checks shown in exhibit 4. The top check reflects a unique routing number (i.e. 1230-0088) for the Stadium Branch of United States National Bank of Oregon. The middle check shows a check drawn on the same account, but with the routing number (1230-0022) that the bank adopted for all branches. Note that the account number was expanded to incorporate a branch number (060). The bottom check illustrates the incorporation of the check digit into the routing number.



Transit Routing Number	Drawer Bank Location	Original Processing Office (1960)	Interim Processing Office (1980)	Current Processing Office (October 2003)	Future Processing Office (December 2004)
110	Boston	Boston	Boston	Boston	Boston
111	Connecticut	Boston	Windsor Locks	Windsor Locks	Windsor Locks
112	Maine	Boston	Lewiston	Boston	Boston
113	Eastern Massachusetts	Boston	Boston	Boston	Boston
114	Southern New Hampshire	Boston	Boston	Boston	Boston
115	Rhode Island	Boston	Boston	Boston	Boston
116	Vermont	Boston	Boston	Windsor Locks	Windsor Locks
117	NW New Hampshire	Boston	Boston	Windsor Locks	Windsor Locks
118	Western Massachusetts	Boston	Windsor Locks	Windsor Locks	Windsor Locks
119	Hartford	Boston	Windsor Locks	Windsor Locks	Windsor Locks
210	New York City	New York City	New York City	East Rutherford NJ	East Rutherford NJ
211	Connecticut (Fairfield Co.)	New York City	New York City	Windsor Locks	Windsor Locks
212	New Jersey	New York City	Cranford NJ	East Rutherford NJ	East Rutherford NJ
213	NE New York State	New York City	Utica	Utica	Utica
214	Long Island, NY	New York City	Jericho Long Isl., N	East Rutherford NJ	East Rutherford NJ
215	Puerto Rico	New York City	New York City	East Rutherford NJ	East Rutherford NJ
216	Virgin Islands	New York City	New York City	East Rutherford NJ	East Rutherford NJ
219	Dowstate New York	New York City	Jericho Long Isl., N	East Rutherford NJ	East Rutherford NJ
220	Buffalo	Buffalo	Buffalo	Utica	Utica
223	Buffalo	Buffalo	Buffalo	Utica	Utica
260	New York City	New York City	New York City	East Rutherford NJ	East Rutherford NJ
270	Northern NJ (e.g. Newark)	New York City	New York City	Number Obsolete	Number Obsolete
280	Long Island, NY	New York City	Jericho Long Isl., N	East Rutherford NJ	East Rutherford NJ
310	Philadelphia	Philadelphia	Philadelphia	Philadelphia	Philadelphia
311	Delaware	Philadelphia	Philadelphia	Philadelphia	Philadelphia
312	New Jersey	Philadelphia	Philadelphia	Philadelphia	Philadelphia
313	Eastern PA	Philadelphia	Philadelphia	Philadelphia	Philadelphia
319	Eastern PA	Philadelphia	Philadelphia	Philadelphia	Philadelphia
360	Philadelphia & Camden NJ	Philadelphia	Philadelphia	Philadelphia	Philadelphia
310	Cleveland	Cleveland	Cleveland	Cleveland	Cleveland
412	Northern Ohio (e.g. Toledo)	Cleveland	Cleveland	Cleveland	Cleveland
420	Cincinnati	Cincinnati	Cincinnati	Cincinnati	Cincinnati
421	Northwestern Ohio	Cincinnati	Cincinnati	Cincinnati	Cincinnati
422	Western Ohio	Cincinnati	Cincinnati	Cincinnati	Cincinnati
423	Western Ohio	Cincinnati	Cincinnati	Cincinnati	Cincinnati
424	Pittsburgh	Pittsburgh	Pittsburgh	Pittsburgh	Cleveland
425	Eastern Ohio	Pittsburgh	Pittsburgh	Pittsburgh	Cleveland
426	Western Pa.	Pittsburgh	Pittsburgh	Pittsburgh	Cleveland
427	West Virginia	Pittsburgh	Pittsburgh	Pittsburgh	Cleveland
440	Columbus	Columbus	Columbus	Columbus	Columbus
441	Columbus	Columbus	Columbus	Columbus	Columbus
442	Columbus	Columbus	Columbus	Columbus	Columbus
510	Richmond	Richmond	Richmond	Richmond	Baltimore
512	North Carolina	Richmond	Charlotte	Number Obsolete	Number Obsolete
513	Virginia	Richmond	Richmond	Richmond	Baltimore
517	West Virginia	Richmond	Charleston	Charleston	Cincinnati
519	Charleston	Richmond	Charleston	Charleston	Cincinnati
520	Baltimore	Baltimore	Baltimore	Baltimore	Baltimore
521	Maryland	Baltimore	Baltimore	Baltimore	Baltimore
522	West Virginia	Baltimore	Baltimore	Baltimore	Baltimore
530	Charlotte	Charlotte	Charlotte	Charlotte	Charlotte
531	North Carolina	Charlotte	Charlotte	Charlotte	Charlotte
532	South Carolina	Columbia	Columbia	Columbia	Charlotte
539	Columbia	Charlotte	Columbia	Columbia	Charlotte
540	District of Columbia	Baltimore	Baltimore	Baltimore	Baltimore
550	Maryland	Baltimore	Baltimore	Baltimore	Baltimore
560	Northern Virginia	Baltimore	Baltimore	Baltimore	Baltimore
570	West Virginia	Baltimore	Baltimore	Baltimore	Baltimore
610	Atlanta	Atlanta	Atlanta	Atlanta	Atlanta
611	Georgia	Atlanta	Atlanta	Atlanta	Atlanta

Number	Location	Office (1960)	Office (1980)	Office (October 2003)	Office (December 2004)
612	Georgia	Atlanta	Atlanta	Atlanta	Atlanta
613	Eastern Tennessee (e.g. Chattanooga)	Atlanta	Atlanta	Atlanta	Atlanta
620	Birmingham	Birmingham	Birmingham	Birmingham	Birmingham
621	Alabama	Birmingham	Birmingham	Birmingham	Birmingham
622	Alabama	Birmingham	Birmingham	Birmingham	Birmingham
630	Jacksonville	Jacksonville	Jacksonville	Jacksonville	Jacksonville
631	Florida (e.g. Orlando)	Jacksonville	Jacksonville	Jacksonville	Jacksonville
632	Western Florida Panhandle	Jacksonville	Jacksonville	Jacksonville	Jacksonville
640	Nashville	Nashville	Nashville	Nashville	Nashville
641	Tennessee	Nashville	Nashville	Nashville	Nashville
642	Tennessee	Nashville	Nashville	Nashville	Nashville
650	New Orleans	New Orleans	New Orleans	New Orleans	New Orleans
651	Alabama (e.g. Mobile)	New Orleans	New Orleans	New Orleans	New Orleans
652	Louisiana (e.g. Lafayette)	New Orleans	New Orleans	New Orleans	New Orleans
653	Mississippi (e.g. Jackson)	New Orleans	New Orleans	New Orleans	New Orleans
654	Louisiana (e.g. Baton Rouge)	New Orleans	New Orleans	New Orleans	New Orleans
655	Alabama (e.g. Biloxi)	New Orleans	New Orleans	New Orleans	New Orleans
660	Miami	Jacksonville	Miami	Miami	Jacksonville
670	Southern Florida	Jacksonville	Miami	Miami	Jacksonville
710	Chicago	Chicago	Chicago	Chicago	Chicago
711	Illinois	Chicago	Chicago	Peoria	Chicago
712	Indiana (e.g. Ft. Wayne)	Chicago	Chicago	Chicago	Chicago
713	Iowa	Chicago	Number Obsolete	Number Obsolete	Number Obsolete
715	Wisconsin	Chicago	Number Obsolete	Number Obsolete	Number Obsolete
719	No. Illinois/ So. Wisconsin	Chicago	Chicago	Chicago	Chicago
720	Detroit	Detroit	Detroit	Detroit	Detroit
724	Michigan	Detroit	Detroit	Detroit	Detroit
730	Des Moines	Chicago	Des Moines	Des Moines	Des Moines
739	Iowa	Chicago	Des Moines	Des Moines	Des Moines
740	Indianapolis	Chicago	Indianapolis	Indianapolis	Cincinnati
749	Indiana	Chicago	Indianapolis	Indianapolis	Cincinnati
750	Milwaukee	Chicago	Milwaukee	Milwaukee	Chicago
759	Wisconsin	Chicago	Milwaukee	Milwaukee	Chicago
764	Michigan	Detroit or Chicago	Detroit	Number Obsolete	Number Obsolete
810	St. Louis	St. Louis	St. Louis	St. Louis	St. Louis
812	Illinois	St. Louis	St. Louis	St. Louis	St. Louis
813	Indiana	St. Louis	Louisville	Louisville	Cincinnati
815	Eastern Missouri	St. Louis	St. Louis	St. Louis	St. Louis
819	Illinois & Missouri	St. Louis	St. Louis	St. Louis	St. Louis
820	Little Rock	Little Rock	Little Rock	Little Rock	Memphis
821	Arkansas	Little Rock	Number Obsolete	Number Obsolete	Number Obsolete
829	Arkansas	Little Rock	Little Rock	Little Rock	Memphis
830	Louisville	Louisville	Louisville	Louisville	Cincinnati
839	Kentucky	Louisville	Louisville	Louisville	Cincinnati
840	Memphis	Memphis	Memphis	Memphis	Memphis
841	Arkansas	Memphis	Memphis	Memphis	Memphis
842	Northern Mississippi	Memphis	Memphis	Memphis	Memphis
843	Western Tennessee	Memphis	Memphis	Memphis	Memphis
863	Indiana (e.g. Evansville)	Louisville or St. Louis	Louisville	Louisville	Cincinnati
865	Missouri (e.g. Springfield)	St. Louis or Kansas City	St. Louis or Kansas City	St. Louis or Kansas City	St. Louis or Kansas City
910	Minneapolis	Minneapolis	Minneapolis	Minneapolis	Minneapolis
911	Northern MI (e.g. Marquette)	Minneapolis	Minneapolis	Minneapolis	Minneapolis
912	Minnesota	Minneapolis	Minneapolis	Minneapolis	Minneapolis
913	North Dakota	Minneapolis	Minneapolis	Minneapolis	Minneapolis
914	South Dakota	Minneapolis	Minneapolis	Minneapolis	Minneapolis
915	Wisconsin	Minneapolis	Minneapolis	Minneapolis	Minneapolis
918	Wisconsin (e.g. Superior)	Minneapolis	Minneapolis	Minneapolis	Minneapolis
919	Minnesota	Minneapolis	Minneapolis	Minneapolis	Minneapolis
920	Helena	Helena	Helena	Helena	Helena
921	Montana	Helena	Helena	Helena	Helena

Number	Location	Office (1960)	Office (1980)	Office (October 2003)	Office (December 2004)
929	Montana	Helena	Helena	Helena	Helena
960	St. Paul	Minneapolis	Minneapolis	Minneapolis	Minneapolis
1010	Kansas City (MO) (e.g. KS)	Kansas City, MO	Kansas City, MO	Kansas City, MO	Kansas City, MO
1011	Kansas	Kansas City, MO	Kansas City, MO	Kansas City, MO	Kansas City, MO
1012	Western Missouri	Kansas City, MO	Kansas City, MO	Kansas City, MO	Kansas City, MO
1019	Missouri and Kansas	Kansas City, MO	Kansas City, MO	Kansas City, MO	Kansas City, MO
1020	Denver	Denver	Denver	Denver	Denver
1021	Colorado (e.g. Grand Junction)	Denver	Denver	Denver	Denver
1022	N. NM (e.g. Farmington)	Denver	Denver	Denver	Denver
1023	Wyoming	Denver	Denver	Denver	Denver
1030	Oklahoma City	Oklahoma City	Oklahoma City	Oklahoma City	Oklahoma City
1031	Oklahoma City	Oklahoma City	Oklahoma City	Oklahoma City	Oklahoma City
1039	Tulsa area	Oklahoma City	Oklahoma City	Oklahoma City	Oklahoma City
1040	Omaha	Omaha	Omaha	Omaha	Des Moines
1041	Western Nebraska	Omaha	Omaha	Omaha	Des Moines
1049	E. Nebraska & W. Iowa	Omaha	Omaha	Omaha	Des Moines
1062	Tulsa area	Kansas City or Oklahoma City	Number Obsolete	Number Obsolete	Number Obsolete
1070	Parts of CO, NM, and WY	Denver	Denver	Denver	Denver
1110	Dallas	Dallas	Dallas	Dallas	Dallas
1111	Louisiana (e.g. Shreveport)	Dallas	Dallas	Dallas	Dallas
1112	Southern Oklahoma	Dallas	Dallas	Oklahoma City	Number Obsolete
1113	Texas (e.g. Amarillo)	Dallas	Dallas	Dallas	Dallas
1119	Texas (e.g. Ft. Worth)	Dallas	Dallas	Dallas	Dallas
1120	El Paso	El Paso	El Paso	El Paso	Dallas
1121	Southern Arizona (e.g. Tucson)	El Paso	Los Angeles	Number Obsolete	Number Obsolete
1122	Southern NM (e.g. Roswell)	El Paso	El Paso	El Paso	Dallas
1123	Eastern Texas	El Paso	El Paso	El Paso	Dallas
1129	Houston	Houston	Houston	Houston	Houston
1131	Texas (e.g. College Station)	Houston	Houston	Houston	Houston
1140	San Antonio	San Antonio	San Antonio	San Antonio	Dallas
1141	Louis	San Antonio	San Antonio	Number Obsolete	Number Obsolete
1149	Tomball (e.g. Houston)	San Antonio	San Antonio	San Antonio	Dallas
1161	Texas (Midland/Odessa)	Dallas or El Paso	El Paso	El Paso	Dallas
1191	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco
1211	Western California	San Francisco	San Francisco	San Francisco	San Francisco
1212	Southern California (e.g. Bakers)	San Francisco	San Francisco	San Francisco	San Francisco
1213	Hawaii	San Francisco	San Francisco	San Francisco	San Francisco
1216	Central American Countries	San Francisco	San Francisco	San Francisco	San Francisco
1218	Los Angeles	Los Angeles	Los Angeles	Los Angeles	Los Angeles
1219	Albany	Los Angeles	Los Angeles	Los Angeles	Los Angeles
1227	Southern California	Los Angeles	Los Angeles	Los Angeles	Los Angeles
1228	Los Angeles	Los Angeles	Los Angeles	Los Angeles	Los Angeles
1234	San Antonio, Nevada (e.g. LA, Vegas)	Los Angeles	Los Angeles	Los Angeles	Los Angeles
1236	Portland	Portland	Portland	Portland	Portland
1237	Southern Idaho (e.g. Boise)	Portland	Portland	Portland	Portland
1238	Oregon	Portland	Portland	Portland	Portland
1283	Southern Washington (E.O. Vancouver)	Portland	Portland	Portland	Portland
1286	Salt Lake City	Salt Lake City	Salt Lake City	Salt Lake City	Salt Lake City
1303	Southern Idaho (e.g. Boise)	Salt Lake City	Salt Lake City	Salt Lake City	Salt Lake City
1311	Eastern Nevada (e.g. Reno)	Salt Lake City	Salt Lake City	Salt Lake City	Salt Lake City
1313	Idaho	Salt Lake City	Salt Lake City	Salt Lake City	Salt Lake City
1316	Seattle	Seattle	Seattle	Seattle	Seattle
1321	Washington	Seattle	Seattle	Seattle	Seattle
1328	Alaska	Seattle	Seattle	Seattle	Seattle

Reading numbers in bold italics were created after 1960.

Letter to the Editor

Dear Bob,

I would like to ask your help and that of the ASCC members. I am working on a project to identify all of the uses of the enclosed vignette, "The White Bear," on checks or drafts. So far I have found its use on six different obsolete bank notes and have an idea it may have been used on other financial related material.



The engraving is of members of the search party sent out in 1855 to locate the missing British explorer Sir John Franklin. Leading the search efforts was Dr. Elisha Kent Kane. While on the search for Sir Franklin, Kane's crew explored the far reaches of North America and the polar region. Their ship, *The Advance*, became icebound and the crew returned from the polar region over land. Sir John Franklin was not found, but the adventure captured the public's attention and caused an engraver to produce the vignette.



If anyone knows of any use of this vignette other than on bank notes, they are requested to please contact me. My address is: Ronald Horstman, 5010 Timber Lane, Gerald, MO 63037

Thank you.
Ronald Horstman

Announcements

Secretary. As of January 1, 2004, ASCC will have a new Secretary. Coleman Leifer, after many years of exemplary service in that office, has asked to be replaced, and Lyman Hensley has been chosen by the Board of Directors to take his place.

A heartfelt "thank you" is due Coleman for the way he has served in this office. His advice on Society matters has been invaluable, and hopefully will be available to us for many more years.

Please join us in welcoming Lyman to the office of Secretary.

Dues. Remember the dues increase that will go into effect on January 1, 2004. Memberships with addresses inside the US postal system will be \$13 per year, while Canadian and Mexican address memberships will be \$17. The rate for the rest of the world will be \$23. If first class mailing is desired within the US, add \$4 per year. Canadian, Mexican and other foreign mailings are already sent first class.

Since paying dues for more than one year at a time saves us the need to mail a dues notice, we will pass this savings along. Anyone who renews for multiple years may deduct \$1 each year **after the first** for which dues are paid. This information will appear on your dues notice.

Anniversary. This is the completion of the tenth year that I have served as your Editor. In some ways this is difficult to believe, and in others the time seems even longer. While some faithful members have been regular contributors and several others have ventured into contributing, we need even more voices to be heard here. Write letters, short articles, feature articles - share your knowledge and collecting interests with the rest of us. Help keep the magazine worthwhile.



Instead of a Missouri item this time, here is a draft from Burlington, Vermont with an RN C1 imprint. The interesting thing about it is that it is drawn on a bank in Montreal, Quebec. Are there other examples of 1860's - 1880's drafts (not bills of exchange) with a foreign secondary bank that members can share with us?

The check is printed in reddish-brown, with the word "GOLD" in a metallic gold color. The printer was Major & Knapp Eng. Mfg. & Lith. Co. 71 Broadway, N.Y.

B6

Secretary's Report Coleman Leifer

This report includes all changes received through December 1, 2003.

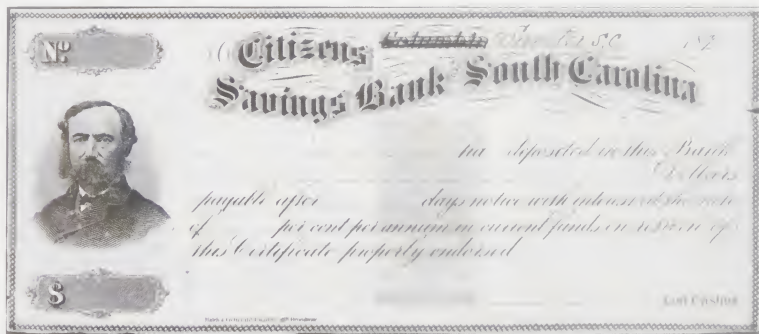
NEW MEMBERS

1768	DEIERLING, LLOYD	PO Box 394	Moberly MO	65270-0394	2 (MO), 10, 14, 20, 22-23
	(by John Wilson)				
1765	PITTMAN, JIM	PO Box 10	Seiling OK	73663	2, 4 (bank drafts), 20, 23
	(thru ad in Paper Money - SPMC)				
1766	VIANA, ORLANDO PEREIRA	Rua Joao Daisson, 250	Apt. 106	96700-000 Sao Jeronimo-RS	1-3, 5-7, 9, 20, 23
	Brazil				
1767	VIENS, JOHN H.	421 East Main St	Bainbridge IN	46105	2 (New England, Midwest,
	(thru the ASCC website)				CA, NV), 4, 20 (trains,
					whaling), 21-23, 26, 30-32

ADDRESS CHANGES

1564	GORE, CHARLES	909 Barclay Court	Venice FL	34293-2304
1720	GOULD, A. CHRIS	(C/D) 9B Dennison Drive	East Windsor NJ	08520-5215
1866	STUDLEY, MAX	1616 W. Germann Rd	Apt 1069	Chandler AZ 85248-1980

A Find in the Marketplace



This unused certificate of deposit bearing an RN B24 was altered from Columbia to Sumter, South Carolina. It came from the collection of the late Bill Buford, by way of Eric Jackson. It was printed by Hatch & Co., Herald Building, 218 Broadway.

One very rarely finds unused certificates of deposit, at least from the Civil War or Spanish American War treasure periods. Perhaps banks were concerned that too much mischief could be made if they were released to the general public. Do our readers know of other examples?

Member Exchange

Railroad/transportation tickets and passes wanted. U.S. only. Mostly pre-1930. I also have extras for trade or sale. **Dan Benice**, Box 5708, Cary, NC 27512. Phone 919-468-5510.

Wanted: Pre-1883 checks/drafts with revenue stamps or imprints. Describe fully, include best price. Will also trade duplicate RN's. **Steve Willock**, 8850 Calle Buena Vista, Oro Valley, AZ 85737.

Wanted: Checks, picture postcards, National Currency of New York/Connecticut banks. All related items considered for purchase. **Leon Silverman**, 237 Mamaroneck Avenue, White Plains, NY 10605. E-mail lcsilver@optionline.net.

Collector of Missouri checks looking to trade and correspond with other collectors of Missouri financial paper. **Gregg Voss**, 13 Roland Ave., Ballwin, MO 63021. Phone 314-230-9274.

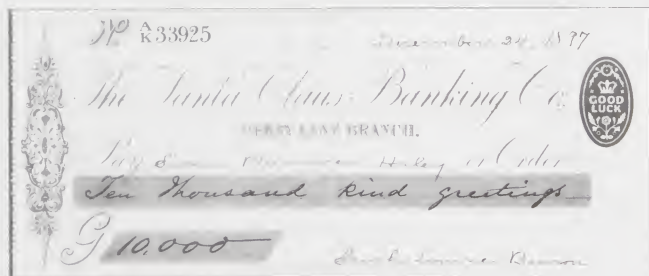
Wanted: US Government checks and Wisconsin financial documents. **James A. Downey**, 1534 Pennsylvania Street, Sturgeon Bay, WI 54235. E-mail mufelika@itol.com.

Wanted: RN checks, drafts, documents from AK, DC, NJ, WY. Will buy or trade. Send photocopies/scans with asking price. **Peter Martin**, POB 791, State College, PA 16804. E-mail pmartin2020@aol.com.

Exchange postings will be taken from ASCC members who are collectors only. Postings of 20 words or less are free; please remit \$3 each issue for postings of 21 to fifty words. Name and address do **not** count toward the 20 words.

Neither the Editor nor the ASCC can be responsible for compliance with any promises made in postings, or in response to them. Be very clear as to the value you place on your material when discussing a trade. Fairness and common courtesy are to be expected, but common sense must rule.

Holiday Greetings!



Happy Holidays, from the Officers and Board of the ASCC, to you and your family. May you have a joyous New Year, and may your collections increase!

*Ruth A. Miller Knott,**Ephemerist*

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